



		NTSB ID: NYC97LA054		Aircraft Registration Number: N922FE	
		Occurrence Date: 02/14/1997		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place COVINGTON	State KY	Zip Code 41048	Local Time 0620	Time Zone EST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 208B		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On February 14, 1997, about 0620 eastern standard time, a Cessna 208B, N922FE, operated by Baron Aviation Service, for Federal Express, struck a utility pole during an instrument approach to the Cincinnati/Northern Kentucky Regional Airport, Covington, Kentucky. The airplane was substantially damaged, and the certificated commercial pilot was not injured. Instrument meteorological conditions prevailed for the cargo flight which departed from Memphis, Tennessee, about 0400. The flight was operated on an Instrument Flight Rules (IFR) flight plan under 14 CFR Part 135.</p> <p>In the NTSB Pilot/Operator Aircraft Accident Report, the pilot stated:</p> <p>"...Descent into CVG picked up moderate icing along with turbulence, sleet and snow. Was cleared for ILS 27 @ CVG. After intercepting localizer continued ILS until approximately DH where I acquired runway end strobe lights and descended to land. Somewhere during this descent, felt jolt to aircraft but proceeded with normal landing. Upon shutdown noticed damage to aircraft...."</p> <p>In a telephone interview, the pilot reported that he thought the jolt was a bird strike. The visibility was better than 1/2 mile, and the cloud base was greater than 200 feet. He did not experience any problems with the airplane.</p> <p>Examination of the airplane revealed that there was about 192 feet of power line wrapped around the landing gear. The left aileron and wing tip were missing from the airplane.</p> <p>According to the FAA and airport police, a pole was struck 31 inches from the top, at a height of 27 feet above the ground. The pole was located 4,350 feet from the approach end of runway 27, and about 100 feet left of runway center line. The airplane's wing tip and left aileron were found near the pole. A review of airport facilities revealed that the glide slope for runway 27 was set for a slope of 3 degrees. This glide slope would have an elevation of 290 feet above the ground, at a distance of 4,350 feet from the approach end of the runway.</p> <p>A check of the air/ground voice tape revealed that the pilot did not report the event to the control tower, and the accident was not reported to airport authorities until 2 hours after it occurred. The FAA and airport operations did not have any problems reported regarding the ILS approach to runway 27, by flights that preceded or followed the accident flight into the airport.</p> <p>Radar Data from the Covington TRACON revealed that while on the approach, the airplane momentarily stopped descending at 1,900 feet for about 13.8 seconds, and again at 1,500 feet for the same time. The airplane was also observed to level off at 1,000 feet for about 9.2 seconds prior to loss of radar data. Additionally, the descent from 1,500 feet to 1,000 feet took 13.8 seconds, and the last 400 feet occurred in 9.2 seconds.</p>					
FACTUAL REPORT - AVIATION					

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Landing Facility/Approach Information						
Airport Name CINCINNATI INTL ARPT		Airport ID: KCVG	Airport Elevation 897 Ft. MSL	Runway Used 27	Runway Length 10000	Runway Width 150
Runway Surface Type: Asphalt						
Runway Surface Condition:						
Type Instrument Approach: ILS-complete						
VFR Approach/Landing: None						
Aircraft Information						
Aircraft Manufacturer Cessna		Model/Series 208B		Serial Number 208B0022		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tricycle						
Homebuilt Aircraft? No		Number of Seats: 2	Certified Max Gross Wt. 8750 LBS	Number of Engines: 1		
Engine Type: Turbo Prop		Engine Manufacturer: P&W	Model/Series: PT6A-114	Rated Power: 600 HP		
- Aircraft Inspection Information						
Type of Last Inspection AAIP		Date of Last Inspection 01/28/1997	Time Since Last Inspection 35 Hours	Airframe Total Time 7035 Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? No		ELT Aided in Locating Accident Site?		
Owner/Operator Information						
Registered Aircraft Owner  FEDEX CORP		Street Address 2892 BUSINESS PARK				
		City MEMPHIS	State TN	Zip Code 38118		
Operator of Aircraft  BARON AVIATION SERVICE		Street Address BOX 518				
		City VICHY	State MO	Zip Code 65580		
Operator Does Business As:			Operator Designator Code: DEMA			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Unknown						

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Name			City		State	Date of Birth		Age																																																																																
On File			On File		On File	On File		29																																																																																
Sex: M	Seat Occupied: Left		Principal Profession: Civilian Pilot			Certificate Number: On File																																																																																		
Certificate(s): Flight Instructor; Commercial																																																																																								
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																								
Rotorcraft/Glider/LTA: None																																																																																								
Instrument Rating(s): Airplane																																																																																								
Instructor Rating(s): Airplane Single-engine; Instrument Airplane																																																																																								
Type Rating/Endorsement for Accident/Incident Aircraft? No					Current Biennial Flight Review?																																																																																			
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--no waivers/lim.				Date of Last Medical Exam: 06/20/1996																																																																																		
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>3325</td> <td>720</td> <td>2985</td> <td>340</td> <td>610</td> <td>230</td> <td>75</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>3120</td> <td>720</td> <td>2780</td> <td>330</td> <td>600</td> <td>180</td> <td>60</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>1735</td> <td></td> <td>1735</td> <td></td> <td>150</td> <td>50</td> <td>25</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>250</td> <td>250</td> <td>250</td> <td></td> <td>175</td> <td>35</td> <td>1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>85</td> <td>85</td> <td>85</td> <td></td> <td>70</td> <td>20</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>6</td> <td>6</td> <td>6</td> <td></td> <td>4</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>										- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	3325	720	2985	340	610	230	75				Pilot In Command(PIC)	3120	720	2780	330	600	180	60				Instructor	1735		1735		150	50	25				Last 90 Days	250	250	250		175	35	1				Last 30 Days	85	85	85		70	20					Last 24 Hours	6	6	6		4					
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No			Second Pilot? No																																																																																
Flight Plan/Itinerary																																																																																								
Type of Flight Plan Filed: IFR																																																																																								
Departure Point		State			Airport Identifier		Departure Time		Time Zone																																																																															
MEMPHIS		TN			MEM		0400		EST																																																																															
Destination		State			Airport Identifier																																																																																			
Same as Accident/Incident Location																																																																																								
Type of Clearance: IFR																																																																																								
Type of Airspace: Class C																																																																																								
Weather Information																																																																																								
Source of Briefing: Company																																																																																								
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		Occurrence Type: Accident			
<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
CVG	0558		0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Unknown				0 Ft. AGL	Condition of Light: Night/Dark
Lowest Ceiling: Overcast			700 Ft. AGL	Visibility: 0.5 SM	Altimeter: 30.00 "Hg
Temperature: 2 °C		Dew Point: 2 °C	Wind Direction: 200		Density Altitude: Ft.
Wind Speed: 4		Gusts:	Weather Conditions at Accident Site: Instrument Conditions		
Visibility (RVR): 0 Ft.		Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown		
Restrictions to Visibility: Fog					
Type of Precipitation: Drizzle					
<b>Accident Information</b>					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	1	1

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<b>Administrative Information</b>		
Investigator-In-Charge (IIC) ROBERT L. HANCOCK		
Additional Persons Participating in This Accident/Incident Investigation:  DAVID STROUD FAA FSDO LOUISVILLE, KY		
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